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division of labor between private charity and the poor law in order that so far as the relief of families in their homes is concerned the stern disciplinary check of the poor law may be replaced "by a sentiment which is honorable in itself, and which does not necessarily confine the generosity of the giver to any narrow and pedantic interpretation of a bare adequacy." In Mr. Mackay's opinion "it is impossible to eliminate the injurious effects of a system of legal outdoor relief."

EDWARD T. DEVINE.

New York City.

Des Agglomerations urbaines dans l'Europe contemporaine. By PAUL MEURIOT. Pp. 475. Paris: Belin Frères, 1898.

The growth of cities and the accompanying migration from rural¹ to urban districts are phenomena which have attracted the attention of every writer on social topics. The existence of the movement of population toward cities is so evident that little effort has been made to analyze and compare the available data. The work of Professor Meuriot is the first systematic attempt to present the facts in regard to urban development and to compare the strength of the movement in different countries. In the twenty-two chapters into which the book is divided the author considers every phase of the question, dealing in Part I with the facts of city growth; in Part II with the causes and method of rural and urban migration; and in Part III with the social, moral and political consequences of urban growth. In his arrangement of statistical data Professor Meuriot shows rare good judgment and sense of proportion. He devotes but little space to the general facts of urban development, assuming that these are well known to everyone who has given any attention to the subject. On the other hand, we are given a most careful analysis of the internal and inter-state movement of the population of Europe, which makes it possible to trace more clearly and accurately than ever before the specific causes that have led to the concentration of population. Fortunately, the author has recognized the necessity of placing the great metropolitan cities in a separate category. An entire chapter is devoted to the growth of these centres of population. The author shows that the position of these cities has been determined primarily by geographical conditions: Paris is the centre of the great trade routes; London is the natural receiving port of the great trade routes from the Continent; while Berlin occupies a point of commercial advantage as the crossing point of commercial routes from north to east and

south to west. The author recognizes, however, that while geographical considerations are of primary importance, political conditions have largely contributed to give to such cities their predominant place in the political and social life of the country. The fact that Berlin was made the capital of Prussia and in 1870 that of the German Empire, has given it a commercial importance which it would never have acquired under ordinary conditions. The same is true of Paris and of Vienna.

In discussing the growth of the metropolitan cities the author discusses tendencies in the movements of population within the limits of the municipality. In all the great cities of Europe we find the population of the central districts rapidly decreasing, while the peripheral areas give evidence of phenomenal growth. The recent development of adequate means of urban transportation accounts largely for the strength of this movement.

The work of Mr. Meuriot will be warmly welcomed by every student of social science, because of the detailed information it furnishes upon many subjects which up to the present time have been discussed only in a very general and unsatisfactory way.

L. S. ROWE.

Railway Economics. By H. T. NEWCOMB, LL. M. Pp. 152. Price, \$1.00. Philadelphia: Railway World Publishing Company, 1898.

The present volume is the outcome of a series of short articles recently published in the *Railway World*, presenting the principal facts of railway transportation in the United States in their relation to the general industrial conditions of the country. The book is a popular treatise likely to have a large circulation. While we can not apply the stricter canons of criticism to such a work, we should attempt to show its agreement with or its deviation from the accepted thought upon the subject.

Mr. Newcomb's positions in the Department of Agriculture and on the staff of the Columbian University, as well as his former connection with the Interstate Commerce Commission, have well equipped him for his task. The present book is not without defects, due to its rapid conception and execution; but its many virtues give promise of far better work from the author in the future.

In twenty-nine short chapters he discusses the development and present condition of American railways, and the general problems of competition, consolidation, pooling, discrimination, rate-making and taxation of railways. Mr. Newcomb rejects the popular hypothesis that railway competition has reduced rates, and maintains that this